

Intimation.

A. S. WATSON & CO.,

LIMITED

ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

Watson's
HYGIENOL,
AND
BUBONIC P AGUE!

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL
DISINFECTANT AND
GERMICIDE

Price per Pint 50 cents
" " Gallon \$2.00

A. S. WATSON & CO.,

LIMITED.

HONGKONG DISPENSARY

AND

KOWLOON DISPENSARY.

Hongkong, 17th March, 1909.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY:—30 per annum.
WEEKLY:—\$18 per annum.
The rates per quarter and per annum, proportional to the above, for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Post subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, THURSDAY, MARCH 18, 1909.

LONDON'S HOMELESS.

How the extremely poor live—or rather exist, for it cannot be called living—occupies a position of some prominence in the reports presented to the London County Council last month. The Public Health Committee gives the result of a census of homeless persons taken on the night of Friday, 15 Jan. last. An appended table shows the number found destitute that night in the streets, on stair-cases, or under arches, with comparative figures for previous years. In January, 1909, the number of men was 1,895 (including 1,329 in shelters), of women 170, and of children 23—2,088 in all. In 1907 the total was 2,404; in 1905, 2,181; and in 1904, 1,797. In explanation of these figures the committee point out that in 1904 the area covered by the council's officers who made the examination was somewhat smaller than that included in recent years, and it is estimated that the number of homeless persons on that occasion might have been 2,000. Some explanation of special conditions existing at the present time which affect the figures for 1909 are given. "At the time of the census in 1905 the Salvation Army had instituted a system of feeding the homeless at night at two of their shelters. In 1907 this distribution of food was still being carried on, though the applicants were fed on the Embank-

ment instead of at the shelters. "This year, however, the new method was tried of collecting homeless persons at certain Salvation Army shelters, and providing them between the hours of 12.30 and 3.30 a.m. with food and shelter, but with no sleeping accommodation. "The Church Army, moreover, in connection with the King's Tents scheme, where lodgers received food and a ticket for a bed in a common lodging-house in return for work at wood-chopping had leased a building where the applicants for work were allowed to rest before performing their task. Admission in each case was by means of tickets distributed up to midnight on the Embankment. "The Salvation Army and the Church Army thus provided shelter for 1,184 homeless persons on the night of 15 Jan. last, and other institutions accounted for 145 persons. If to this number the 759 found in the streets be added, the total of those homeless would be 2,088, a number comparable with the figures for previous years. "It must be remembered, however," add the committee, "that several institutions provide beds free of charge, and the inmates could be classed as homeless; but the 2,088 persons here referred to had no bed on the night in question, and were dependent upon charity for food and shelter." A census was also taken of the common lodging-house population on the same night, and 21,864 persons slept in such houses, the available accommodation being for 28,836. The evidence obtained goes to show, the committee mention, that there has been in recent years some diminution in the total number of homeless persons and persons of the common lodging-house class; that there is vacant clean accommodation for all the homeless at a trifling cost; and that for a limited number free accommodation and food are procurable. It may be mentioned that on 15 Jan., 1909, there was in casual wards vacant accommodation for 240 men and 378 women and children.

LOCAL AND GENERAL.

THE French mail of the 16th February was delivered in London on the 17th inst.

THE P. and O. Co.'s steamer *Mongolia*, which left London on 12th ult., took the following specie for Shanghai (bar silver): £10,000.

THE High Commissioners for the delimitation of the Portuguese territory in Southern China will be Yu-Nan and General Joaquim Machado. They will meet at Hongkong.

CIVIL Service Commission give notice applications for the next examination for Eastern Cadetships (22-24) must be made by July 1. They must be made on forms to be obtained, with particulars, from the Secretary, Civil Service Commission, Burlington-gardens, London, W.

THE British North Borneo Company states that a sample of the five tons of cupreous pyrites which recently arrived in England from Borneo, and which on assay averaged 31 per cent. of copper and 45 per cent. of sulphur, can be seen at the museum attached to the company's offices.

THE Admiralty announce the appointment of Captain F. C. Learmonth to the *Merlin*, additional, to date Feb. 13, and to the *Merlin* on recommissioning undated. Also that of Surgeon E. Wilkinson, M.B., to the *Merlin*, additional, to date March 1, and on recommissioning undated.

THE *Gazette* announces that the King has been pleased to grant to the following gentlemen his Royal licence and authority to accept and wear the decorations mentioned, conferred on them by the late Emperor of China in recognition of valuable services rendered by them:—Mr. Paul Henry King, of the Imperial Chinese Maritime Customs, the Second Class of the Second Division; Mr. James Russell Brazier, the Third Class of the Second Division; and Mr. Leslie Sandercock, of the Imperial Chinese Maritime Customs, the Second Class of the Third Division of the Imperial Chinese Order of the Double Dragon.

THE Vladivostok correspondent of the *Japan Advertiser* states that it is intended to build a new station for Vladivostok, as the present building is entirely inadequate to cope with the volume of traffic. Detailed plans and specifications are being examined at the office of the Chinese Eastern Railway. Tenders will be received up to March 13, new style. Trade in Russian products has been opened in the Mongolian towns of Tsoungshu, Lugoussu, and Dadalin, which were established three or four years ago in connection with a Chinese scheme of colonization. The bulk of these goods is sent from Harbin. By way of experiment, the trade is being temporarily guaranteed by the local Chinese merchants. At the outset business has proved very successful, and the local inhabitants for the first time in their lives see Russian goods in their markets, and display keen interest in them. A group of Harbin citizens has submitted a novel petition to the Chinese Eastern Railway Co., viz., for the abolition of Harbin municipal autonomy, on the ground that since the institution of the same, taxation has enormously increased, and that the municipal authorities, in the imposition of taxes, entirely disregard the taxable capacity of the people and the contemporary state of trade.

CANTON DAY BY DAY.

CANTON-HANKOW RAILWAY.

[From Our Own Correspondent.]

Canton, 17th March.
On the 16th instant, a general meeting of shareholders in the Canton-Hankow Railway Company was held, when there were present about five hundred people, among whom were Wong Ping-Pih, Taoist of Constabulary, Chan Mong Tsang, Taoist for the Development of Native Industries, the Prefect of Kwangchow and the two District Magistrates of Namhoi and Panyu. The sole object of the meeting was to discuss matters in connection with the recent appointment of Taoist Wong Ping Yun as Director-General of the Railway by H.E. Chang Chih Tung, together with the instructions that the newly-appointed official has received to carry out with respect to the examination of the accounts of the Company and a complete set of the records of the Company to be made out as duplicates to be kept by the new Director-General for his reference. Various telegrams received by the Company from shareholders in various places were read out and made known to the general public. In these telegraphic advices the shareholders were all of the opinion to protest against the appointment of Taoist Wong as Director-General, and to urge that steps be taken in order to have the appointment of this official cancelled. After considerable discussion, it was at last agreed to adopt the suggestion of Kwok To San, who pointed out to those present that in the telegram from H.E. Chang Chih Tung, it was clearly stated that the newly-appointed Director-General would not in any way interfere with the working and management of the Company and that he was only empowered to examine the accounts of the Company. The speaker declared that there should be no objection on the part of the shareholders to the accounts being examined by Taoist Wong Ping Yun as directed by H.E. Chang. The majority of those present were in favour of the suggestion and the meeting ended. It is satisfactory to state that no disturbance whatever occurred on this occasion as on previous meetings.

CHINESE SCHOOLS IN AMERICA.

Mr. Leung-Sun Shao, who was deputed by the Ministry of Education last year to proceed to America with instructions to open Chinese schools for the training of Chinese youths residing in the United States, has now returned to China by the steamer *Mongolia*, and arrived here yesterday. It is reported that Mr. Leung has successfully opened a number of Chinese schools in various places in the United States for Chinese boys residing there for instruction in their national language.

MELEE IN A THEATRE.

At 6 o'clock yesterday afternoon, a number of rowdies forcibly entered the Honam Theatre without paying, to which the gatekeepers objected. The rowdies attacked the gatekeepers and a free fight followed. The situation seemed dangerous as the rowdies were in possession of knives, axes, and other weapons in anticipation of resistance from the gatekeepers before entering the theatre. The Police were summoned to restore order, but the fighters could not be separated until twenty-three persons were wounded. Of this number, three who sustained fatal wounds are reported to have expired this morning, while the rest are now under medical treatment by the members of the Honam Red Cross Society.

CANTON TARTAR GENERAL.

A telegram has been received by the Canton officials from Peking advising that the newly-appointed Canton Tartar General Tsang Chi Chai left Peking by train on the 13th day of this month for Hankow en route to Canton. He is expected to arrive here about the beginning of the 2nd intercalary moon.

AMERICAN MONEY FOR CHINESE EDUCATION.

PROFESSOR BURTON IN HANKOW.

Professor Ernest D. Burton of the University of Chicago passed through Hankow last Friday en route to Peking, accompanied by his secretary, Mr. H. S. Reed, and a Chinese student Mr. Wang. On returning from Peking, Prof. Burton will be joined by Prof. T. C. Chamberlain, and the party will then visit Cheung in Western China, travelling overland from Wan Hsien.

Prof. Burton and Prof. Chamberlain are the two Commissioners sent out by the University of Chicago to investigate educational conditions in the East, giving special attention to China. It is rumored that some of Mr. John D. Rockefeller's money is behind this investigation and that the millions often referred to as being available for education in China will be used in accordance with the suggestions of this Commission. After returning from Cheung Prof. Burton will spend ten days in Hankow and then make a hasty visit to Changsha. Prof. Burton has already visited India and investigated educational work thoroughly. It will be remembered that it was while attending a lecture by Prof. Burton that Lieut. Gov. Fraser was attacked and nearly lost his life at the hands of an assassin.

While in Nankin Prof. Burton was the guest of the Viceroy Tuan Fung and was entertained in the Yamen during their four days' stay. Prof. Burton is greatly interested in Hankow and it would not be surprising if one of his recommendations were the establishment of a large University in this important city. *Hankow Daily News.*

"A LITTLE KNOWLEDGE"

A correspondent in Honan vouches for the accuracy of the following incident: "A well-to-do Chinese had the misfortune to swallow the gold filling of his newly-stopped teeth, and was considerably alarmed, as he was convinced that the gold would poison him. One of China's new scholars informed him that sulphuric acid dissolved gold and recommended him to take some. He did. It is not stated whether the scholar intended to be general."

A NEW BARRISTER.

In the Supreme Court, this morning, the Chief Justice (Sir Francis Pigott) presiding, Sir Henry Berkeley, K.C., moved the Court for the admission of Mr. James Orr, late member of King's Inns, Dublin, to the local Bar. The Chief Justice—I have admitted so many solicitors during the past three years that I thought the time would soon come when I should be called on to add to the roll of barristers. I am sure we wish your every success and welcome you to the Bar of Hongkong. Mr. Orr bowed his acknowledgments.

THE OPIUM QUESTION.

WHAT SHOULD BE DONE?

We commented yesterday on the indications of future opium policy given in the despatch by Sir John Anderson, the Governor, to Lord Crewe, Secretary of State for the Colonies, in transmitting to London a copy of the Straits Opium Commission report. What we found was that the change from farm to Régie, on the lines indicated in the report of Mr. Barnes, was likely, combined with the policy of discouraging sales, to produce an almost immediate loss of revenue amounting to \$1,200,000 per annum. We remarked also that the Governor had drawn the attention of Lord Crewe to the financial difficulties of the Colony, and had expressed a hope that the Imperial Government would make a concession under which it was known as the Military Contribution. Some time ago, when this opium question was under discussion in the House of Commons, a complaint was made in the House of Commons by Col. Seely, the Under-Secretary for the Colonies, that it was impossible to get to know what the people of Hongkong really thought on the question—they were incapable of giving an intelligent opinion on the subject, or words to that effect. Now, we should regret if any similar slight excuse were given for any similar observations in regard to Singapore. A Crown Colony is the least articulate of human institutions. Its unofficial representatives on the Legislative Council can never feel that they have the same power behind them as if they were popularly elected, and in any case they are always subject to the official majority. But this is not a case in which any question of officials and non-officials is concerned, for we are fully persuaded that most of the officials are as earnestly desirous of protecting the financial interests of the Colony as any other class. The simple fact is that pressure will be put upon the Governor by the Imperial authorities which it is impossible for him to ignore, and a loss of revenue will be incurred in obedience to such pressure. If the colonists, who will be the sufferers, do not make their influence felt through every means at their command, we draw attention to the matter now because there is no time to lose if any good is to be done. Representations from a meeting of business men and property-owners, or from the Chamber of Commerce, or from both, should be sent to the Colonial Office in London without delay. Lord Crewe's curt reply to the Governor's despatch on the ground that he desired to see the Shanghai Opium Conference report before replying at length. That report will be in his hands very soon, and, as the opium farm contracts expire at the end of the year—the future policy must be determined well in advance so that preparations may be made—there is not much time to spare.

It may be said, of course, that the Secretary of State for the Colonies is already perfectly well aware of the local situation. He has been told that, even on the most sanguine estimates, there will be a period during which a part of the charges under the dock and harbour development scheme will fall upon the revenues of the Colony before it is possible to hope that any substantial return can be obtained by the sale or leasing of reclaimed lands or from wharf charges. He has been told, also, that the trade of the Colony has suffered acutely, and that the competition of other ports, which are growing large enough to command independent service, forbids the hope of an immediate improvement. As to the justification for saying that urgent need does not exist for making a heavy public loan by further restrictions on the sale of opium, the case is so admirably stated in the report of the local commission that no more need be added. That commission, however, was not in a position to say confidently what the loss would be if its suggestion of Government control was adopted. Either in the form of resolutions or as a memorial, the whole case for the Colony should be re-stated, and backed up by the signatures of everyone who has a substantial stake in the Straits Settlements. If that is done, it will be impossible at any rate to say that local opinion has not expressed itself.

It may be open to question whether it would not have been sounder policy to leave the opium report in the hands of the Colonial Office and await instructions in regard to it than to volunteer to take action as the Governor has done, but that, after all, having regard to the pressure already put upon other Colonies, is a matter of detail. But it is not a matter of detail to rob in to the Colonial Office the fact mentioned by Sir John Anderson that, as long as prices of opium in Swatow and Amoy are less than one-third of the price in Singapore, whoever is running the opium monopoly will have to bear the very heavy cost of detecting smuggling. If we are to help China to reform herself, let her help us. Why should her low prices, an active incentive to consumption, be allowed to exist to our loss and detriment, as a constant threat to shipowners and ship captains, who are forced to play the part of detectives without remuneration because we have a law which holds them guilty unless they can demonstrate their innocence? There must be at least two or three men in Singapore who have large interests to consider, who possess ample knowledge, and who would be willing to take a hand in the preparation of a memorial embodying local views. We shall be delighted to hear that something is being done by such men. *Strait Times.*

CHINESE SHIPPING ENTERPRISE.

PROPOSED MAIL SERVICE.

The *Singapore Free Press* writes editorially:—It was, as for years before we pointed out, bound to come. Chinese commerce has up till now been depending upon the European middleman to supply its imports and to buy and ship its exports. If anything is quite certain in this world of uncertainties it is that before many years are out all the industrial and commercial centres of Britain and the Continent will be as full of Chinese export firms as they are now of German firms, and that a course of direct shipment between these buying agencies and the Chinese import houses in Hongkong and Shanghai will become the main feature of China's trade. Over and above that there is the question of shipping. We have had in Penang, Singapore, and the Chinese ports a certain number of Chinese-owned steamers, mostly engaged in bringing Chinese coolies to the Straits, and taking general cargo back to China. But not yet have we seen the initiation of Chinese-owned ocean-going lines fit to compete with the Nippon Yusen Kaisha or the Toyo Kisen Kaisha of Japan. But that was bound to come, and it is now coming. We read in a telegram from Peking to Hongkong that "Prince Regent Chun has authorized the Board of Communications to promote a big navigation company with steamers plying to Europe, and America carrying the mails." It may not be more than a year or two before Singapore people may have the option of going to Europe by the Chinese mail, as now by the three regular mail lines, and the Japanese and Dutch mails. This is not a small thing that is showing up over the shipping horizon. For once such a line is established with the resources of the Chinese Empire behind it, and the illimitable capacity of Chinese shippers at every port to assure that line full cargoes, the other lines now plying to the Far East will have to sit up and make ready to enter into a competition for freight, the like of which they never dream of. Quite obviously, such a Chinese Government line will be sufficiently alive to its interests to keep clear of any entanglement in any Shipping Conference. With the immense strengthening of Chinese export firms at Tientsin, Shanghai, Amoy, Swatow, Hongkong, Singapore, and Penang, that the establishment of a strong line to British, American and Continental ports will bring about, there will arise a racial freemasonry of interest that will impose upon all Chinese firms the necessity of devoting their whole support to the Chinese ocean-going line, which naturally will have the monopoly, in good time, of Chinese freights at rates far below those now imposed by the Ring. With an outward and a homeward scale of rates entirely independent of the present Shipping Conference, the healthy competition that is bound to result will cause that organisation to review its position. This may yet mean the saving of Singapore.

THE OPIUM TRAFFIC.

TWO CHINESE FINED.

Another seizure of opium was made by the Customs officers on Thursday night, at about 8 o'clock, reports the *Sydney Evening News* of 13th ult. While on the watch Officer Small observed two Chinese come ashore from the *Empire*. Their manner was suspicious, and they were arrested. Customs officer Donohoe had them searched, and found upon them 19 tins of opium.

At the Water Police Court this morning the Chinese, whose names were Lo Po and Chun Gib, were proceeded against for illegally importing opium into the Commonwealth.

Customs officer Donohoe informed the Bench that he was confident that there was a syndicate in existence for the purpose of getting opium into the Commonwealth. The Chinese might have been dupes.

Mr. Donaldson, S.M., was inclined to take a moderate view of the matter, owing to what had been stated by Mr. Donohoe, and the fact that the accused were foreigners. He therefore fined them £50 each and ordered their imprisonment until the fines were paid.

At the Water Police Court, this morning, to answer to informations, the first of which charged him with having, on January 27, unlawfully imported 876 tins of opium suitable for smoking, contrary to the provisions of the Customs Act, the second alleged that he had unlawfully in his possession certain goods, namely, 876 tins of opium.

There were also two informations to the same effect, against Edward Merchant.

Mr. Blacket (instructed by the Crown) appeared for the prosecution; Mr. Carroll for Ah Woy; Mr. Harry Levin for Merchant.

These prosecutions were before the Court some days ago, and were adjourned for the purpose of allowing the defendants an opportunity of considering whether they would go to a higher court, or have their cases heard before the police court.

Mr. Blacket informed Mr. Macfarlane, S.M., this morning, after the cases had been called on, that the defendants had decided to go to the High Court of Australia on March 29.

SHANGHAI'S BUDGET?

MUNICIPAL FINANCE.

The foreign population of the International Settlement has been doubled in the last seven years and the number of Chinese residents is estimated to have increased fifty per cent. During the same period the assessed value of property has risen from Tls. 14,700,000 to Tls. 147,683,000, the value of foreign rentals from Tls. 1,720,000 to Tls. 4,637,000 of native rentals from Tls. 4,056,000 to Tls. 8,238,000. It is true that the seven thousand additional foreigners require only six hundred extra houses for their accommodation, while 530,000 Chinese are quartered in three thousand houses less than the 345,000 of the year 1901; but the growth of the community, physically, materially, and let us hope, intellectually, has been steadily maintained. With it must march, as a natural outcome, the growth of municipal expenditure; and, accordingly, we find that a Budget of ordinary purposes, which for 1902 balanced in the neighbourhood of Tls. 3,000,000, has risen in 1909 to nearly Tls. 2,250,000. These comparative figures in themselves may not seem to contain any "deep-seated" cause for public anxiety, although it is noticeable that the increase in the Budget has been far more rapid than in the first. There must come, however, a time in the history of every town when the transition from small to large ideas in the matter of municipal life breaks entirely the orderly sequence of increasing expenditure. Shanghai, it is easy to notice, is now passing through that stage, and we do not believe that the feeling of the community is against the maintenance of the town on a basis commensurate with the extent and importance of the interests represented. All that is asked is that the scrutiny exercised over public accounts should increase even more than proportionately with the growing budget, inasmuch as the possibility of ill-advised expenditure becomes enhanced in a disproportionate ratio.

It is to be feared that on Wednesday, Ratepayers will assemble in annual meeting largely under the impression (whether right or wrong may then be learned) that the present scrutiny exercised over the public expenditure is inadequate. Many circumstances will have contributed to this impression. In the first place, both Budget and Financial Statement are presented in an unsatisfactory manner; they are not uniform in all their details, and both appear without full comparative tables for previous years. A further anomaly is the practice, rigorously disallowed in other administrations, of permitting without recourse to supplementary estimates, departmental expenditure considerable latitude in regard to individual estimates, whether the total appropriation is exceeded or not. As we have pointed out on a previous occasion, there may be some difficulty in adjusting our legislative machinery to the passing of supplementary estimates; but in the absence of provision for dealing with them at a Ratepayers' meeting, there should be a very complete explanation of the reasons for each item of the estimated expenditure exceeded, accompanying the Financial Statement. Finally, to assist in the task of putting the community out of humour with itself, there are the somewhat exasperating features of this year's Budget, which not only records "remarkable increases in all the minor headings of expenditure" as well as in others, but also includes a further loan at a time when the Settlement is suffering from some years of trade depression and has almost forgotten its powers of resilience.

The Budget as a whole is not a tactful one, and it is doubtful whether it would be kinder to wish that the Council should make out a bid or a good case for it at the Annual Meeting. Probably its weakest spot is the clause in the introductory remarks dealing with the Police Department which states that "the Finance Committee noted the remarkable increase apparently necessary in all the minor headings of expenditure, and without making any definite proposals for their reduction, recorded the view that with proper supervision and economy, many of those appropriations should not be fully expended." To tell there is but one rejoinder, that the Finance Committee ought, in such circumstances, to wish that the estimates by the amount (or which it considered that it would be possible to effect economies. If, however, it has to work on the Budget as it appears in printed form, there is little wonder that it feels almost as "obnoxious" as the ordinary Ratepayer is approaching the subject. In saying this, we wish to cast no reflection upon the members of the Finance Committee, who in existing circumstances are set to perform, out of office hours in the lives of busy men, a task that requires the undivided attention for many weeks of one whose business it is to cut down expenditures. But Shanghai possesses no Town Treasurer. His work in the past has easily been divided up, the greater part of it, perhaps, falling upon the Finance Committee. With a municipal expenditure gradually mounting towards half a million pounds sterling, this condition of things should not be continued, as it manifestly is unfair to the public-spirited men who now perform a Treasurer's duties. We are willing to add to the cost of administration by recommending the creation of a new department, but it is more than likely that a Treasurer, who would devote time and investigation to estimates in a way impossible for a Finance Committee, would pay the outlay by effecting economies in other directions. In the hands of the Finance Committee would remain control of the general financial policy, but it would not be expected to inquire whether each item spent upon the stationery was inevitable. But such estimates are subjected to the most searching investigation; the tendency of budgets will be to show remarkable increases in minor headings. *W. C. D. N.*

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S
Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama, Victoria, and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS HONGKONG TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong	From St. John or Quebec
"EMPRESS OF JAPAN" SATURDAY, APRIL 10TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" SATURDAY, MAY 1ST.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTAGLE" TUESDAY, MAY 11TH.	A LAN LINER FRIDAY, MAY 28TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	"EMPRESS OF BRITAIN" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line) £71.10/-

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Port or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. MATTHEW & CO., General Agents,
Corner Pedder Street and Praya (opposite Black Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	"KWO VING"	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE, & MOJI	"FOOKSANG"	TUESDAY, 23rd Mar., Noon.
TIENTSIN & WEIHAIWEI & C'FOO CHIPSHING	"YUENSANG"	FRIDAY, 26th Mar., 4 P.M.

RETURN TOUR TO JAPAN.

The steamers "Kotto", "Yokohama" and "Kookang" leave about every 3 weeks for Shanghai and Yokohama, calling via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin it at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Shanghai, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 18th March, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
TIENTSIN	"HUOHOW"	19th Mar., 3 P.M.
SHANGHAI	"IOHANG"	19th Mar., 4 P.M.
CHEFOO & TIENTSIN	"KUMHONG"	20th Mar., 4 P.M.
HAIPHONG	"ANHUI"	21st Mar., Daylight.
CEBU & ILOILO	"CHIHUI"	21st Mar., 9 A.M.
MANILA	"KALONG"	21st Mar., 4 P.M.
SHANGHAI	"KEAN"	23rd Mar., 3 P.M.
MANILA	"CHINHUA"	25th Mar., 4 P.M.
MANILA, ZAMBOANGA & USUL	"TAMING"	30th Mar., 3 P.M.
AUSTRALIAN PORTS	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Chien and Lintan) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FARE INCLUDING WINES: \$40 SINGLE and \$70 RETURN.
Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 18th March, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon, midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

All the most up-to-date arrangements for comfort of Passengers.

OHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship. Tons. Captain. For. Sailing Dates.

RUBI	5540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	5540	R. Rodger	"	SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to
SHEWAN TOMES & CO.
General Managers.

Telephone No. 19th March 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, Etc., via JAPAN PORTS.
MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	June/09.
S.S. MANSHU MARU	5,000 "	August/09.
S.S. AMERICA MARU	6,000 "	October/09.

For particulars, apply to

K. MATSUDA,

Manager.

Hongkong, 18th March, 1909.

TOYO KISEN KAISHA, Yokohama.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

VICTORIA, B.O., SEATTLE & TACOMA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing Date.

Gymnasia	4,002	J. C. A. Hall	19th Mar.
Amelia	4,002	F. S. Cowley	19th Mar.
Amelia	4,002	R. J. Horie	6th May
Amelia	4,002	Shotton	3rd June

These steamers are specially fitted for the carriage of Asiatic Storage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings,
Hongkong, 18th March, 1909.

CHARGEURS REUNIS (FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILE, RIVER PLATE, BRAZIL).

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN AND UNITED STATES POINTS.

THE Steamship

S.S. "AMIRAL HAMELIN,"

Captain Debonnaire, will leave this port on or about the 20th March, for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 4th March, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Timor, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE"

Captain Helms, will be despatched as above on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 19th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

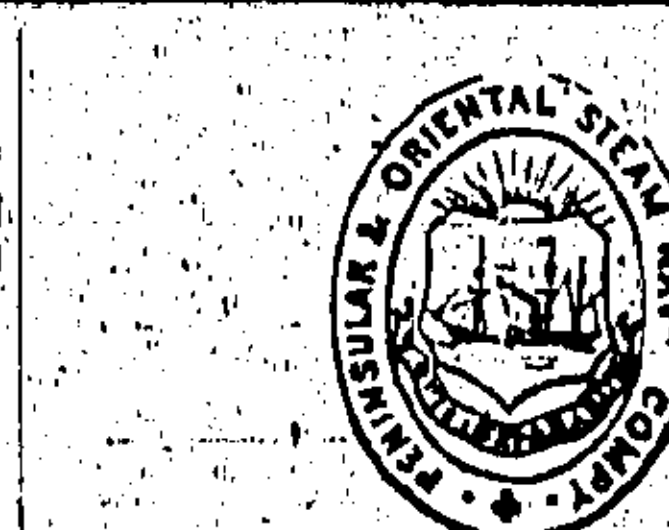
YOUNG & CO., LD.,

and

SHIP ON S.S. CO., LD.,

No. 1, Queen's Road West.

Telephone No. 19th March 1909.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR

STRAITS, OCEYON, AUSTRALIA, INDIA,

ADEN, EGYPT, MEDITERRANEAN

PORTS, PLYMOUTH AND

LONDON.

Through Bills of Lading issued for LATAVIA,

PERSIAN GULF, CONTINENTAL, AMERI-

CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"MACEDONIA,"

Captain C. D. Bennett, R.N.R., carrying H. S. Ma-

vesty's Mails, will be despatched from this for LONDON DIRECT, calling at BOMBAY for

Passengers and Mails, on SATURDAY, the 20th March, at Noon, taking Passengers and

Cargo for the above Ports.

Ships and Valuables only will be accepted for Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 8th March, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"GREGORY APCAR,"

Captain S. H. Nelson, will be despatched for the above Ports, TO-MORROW, the 19th instant, at 4 P.M.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 18th March, 1909.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain A. E. Gentles, will be despatched for the above Ports, on TUESDAY, the 23rd instant, at Noon.

For Freight or Passage, apply to

DAVID SASSOON & CO., LIMITED,

Agents.

Hongkong, 16th March, 1909.

FOR LONDON AND ANTWERP.

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 20th March.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LD.,

Agents.

Hongkong, 23rd February, 1909.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE"

will be despatched for the above Port on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBURG & Co.,

Agents.

Hongkong, 13th March, 1909.

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"GLAMORGANSHIRE"

will be despatched as above about 10th April.

For Freight, apply to

JARDINE, MATHESON & CO., LTD.,

Agents.

Hongkong, 4th March, 1909.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,

have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON,

Manager.

Hongkong, 6th January, 1909.

HONGKONG AVERAGE MARKET

PRIORS

Corrected 11th March, 1909, for 5 Mins.

BUTCHER MEAT

Beef sirloin & prime cut—Mei Lung Pa B.

" Corned—Ham Ngau Yuk.

" Roast—Shiu.

" Breast—Ngau Lam.

" Soup, Tong Yuk.

" Steak—Ngau Yuk Pa.

" Sirloin—Ngau Lau.

" Sausages—Ngau Yuk Chang.

" Bullock's Brains—Know—per set.

" Tongue fresh—Ngau Li—each.

" Corned—Ham Ngau Yuk.

" Head—Ngau Tau.

" Heart—Ngau Sum—per lb.

" Hump, Salt—Ngau Kin.

" Feet—Ngau Kook—each.

" Kidneys—Ngau Yin.

" Tail—Ngau Mel.

" Liver—Ngau Con.

" Tripe (addressed)—Ngau To.

" Calves' Head and Feet—Ngau-chi-tau—each.

" Mutton Chop—Yeung Pal Kwai.

" Leg—Yeung Pal.

" Shoulder—Yeung Shau.

" Pigs' Chittlings—Chi cheong.

" Brains—Chi Kook—per set.

" Feet—Chi Kook—each.

" Fry—Chi Chak.

" Head—Chi Tau.

" Heart—Chi Sum—each.

" Kidneys—Chi Yin.

" Liver—Chi Koon.

" Pork Chop—Chi Pal Kwai.

" Corned—Ham Chan Yuk.

" Leg—Chi Pal.

" Fat or Lard—Chi Yau.

" Sheep's Head and Feet—Yeung Tao.

" Kook—Yeung Sum—each.

" Heart—Yeung Sum—each.

Shipping—Steamers.

CANADIAN PACIFIC
RAILWAY CO.'S
Royal Mail Steamship Line.
"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
12 DAYS YOKOHAMA TO VANCOUVER. 12 DAYS HONGKONG TO VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong, St. John and Quebec.
(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong,	From St. John or Quebec.
"EMPRESS OF JAPAN" SATURDAY, APRIL 10TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 9TH.
"EMPRESS OF CHINA" SATURDAY, MAY 1ST.	"EMPRESS OF IRELAND" FRIDAY, MAY 7TH.
"MONTEAGLE" TUESDAY, MAY 11TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 14TH.
"EMPRESS OF INDIA" SATURDAY, MAY 22ND.	"EMPRESS OF IRELAND" FRIDAY, MAY 28TH.
"EMPRESS OF JAPAN" SATURDAY, JUNE 12TH.	"EMPRESS OF IRELAND" FRIDAY, JUNE 18TH.

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of India" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 23 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.
HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).
Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.
Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.
HONGKONG TO LONDON. Intermediate and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port £43.
Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—
W. W. HARRISON, General Agent,
Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	LOONGSANG	FRIDAY, 19th Mar., 4 P.M.
SHANGHAI	KWONGSANG	SATURDAY, 20th Mar., Noon.
SHANGHAI, YOKOHAMA, KOBE	FOOKSANG	TUESDAY, 23rd Mar., Noon.
TIENSIN & WEIHAIWEI & OYUOCHING	YUENSANG	FRIDAY, 26th Mar., 4 P.M.

RETURN TO HONGKONG.

Quitting 24 Days.

The steamers Kung Sang and Fook Sang leave about every 3 weeks for Shanghai and Yokohama, calling at Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze River, Chefoo, Tientsin & Newchwang.

For Freight or Passage, apply to
JARDINE MATHESON & CO., LD.,
General Managers.
Telephone No. 61.
Hongkong, 18th March, 1909.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamship	To Sail
TIENSIN	"HUICHOW"	19th Mar., 3 P.M.
SHANGHAI	"HUICHOW"	19th Mar., 4 P.M.
CHEFOO & TIENSIN	"KUNGHOW"	20th Mar., 4 P.M.
SHANGHAI	"ANHUI"	21st Mar., 4 P.M.
HAIPHONG	"CHILIL"	21st Mar., 4 P.M.
OEBO & ILOILO	"KALFONG"	21st Mar., 4 P.M.
MANILA	"TEAN"	23rd Mar., 4 P.M.
SHANGHAI	"CHINHUA"	25th Mar., 4 P.M.
MANILA	"TAMING"	26th Mar., 4 P.M.
MANILA, ZAMBOANGA and USUAL	"CHANGSHA"	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANDI".
AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.
SHANGHAI LINE.
FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chenzhi, Chihua and Linan) leaving every Tuesday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.
FARE INCLUDING WINES: £40 SINGLE and £70 RETURN.
Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.
Telephone No. 36.
Hongkong, 18th March, 1909.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
Between Hongkong and Manila.—Saloon, midships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
—All the most up-to-date arrangements for comfort of
Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tonn.	Captain.	For	Sailing Dates.
ROBI	2540	R. W. Almond	MANILA	SATURDAY, 20th Mar., at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 27th Mar., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO.
General Managers.

Hongkong, 18th March, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via JAPAN PORTS,
MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	" June/09.
S.S. MANSHU MARU	5,000 "	" August/09.
S.S. AMERICA MARU	6,000 "	" October/09.

For particulars, apply to

K. MATSUDA,

Manager,
TOYO KISEN KAISHA, Yok Building.

Hongkong, 12th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

Proposed Sailings from HONGKONG
FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tonn.	Captain.	Sailing Date.
Gymeter	4,002	J. C. A. Hall	19th Mar.
Kumier	6,232	F. S. Cowley	19th April
Isarier	4,789	R. J. Howie	6th May
Survier	6,232	Shotton	3rd June

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th March, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO
AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI,
RIVER PLATE, BRAZIL).

Connecting at Vancouver with the
CANADIAN PACIFIC RAILWAY.
OVERLAND Cargo taken for
ALL CANADIAN AND UNITED STATES
POINTS.

THE Steamship

S.S. "AMIRAL HAMELIN,"
Captain Debonnaire, will leave this port on or
about the 20th March, for SHANGHAI,
JAPAN and SAN FRANCISCO, &c., at
above.

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.
Hongkong, 4th March, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above
on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every
evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every
evening, (Sunday excepted).

These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of
the New Western Market, opposite the old
Harbour Office.

YDEN ON S.S. CO., LD.,

and
SHID ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 14th March, 1909.

Shipping—Steamers.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, etc., via JAPAN PORTS,
MAMZANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU	6,000 tons gross	Sail April 14th/09.
S.S. HONGKONG MARU	6,000 "	" June/09.
S.S. MANSHU MARU	5,000 "	" August/09.
S.S. AMERICA MARU	6,000 "	" October/09.

For particulars, apply to

K. MATSUDA,

Manager,
TOYO KISEN KAISHA, Yok Building.

Hongkong, 12th March, 1909.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all
Overland Common Points in the United
States of America and Canada, and also
for the principal ports in Mexico, and
Central and South America.

Proposed Sailings from HONGKONG
FOR
VICTORIA, B.C., SEATTLE & TACOMA
VIA
MOJI, KOBE AND YOKOHAMA.

Steamers.	Tonn.	Captain.	Sailing Date.
Gymeter	4,002	J. C. A. Hall	19th Mar.
Kumier	6,232	F. S. Cowley	19th April
Isarier	4,789	R. J. Howie	6th May
Survier	6,232	Shotton	3rd June

These steamers are specially fitted for the
carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED
STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 18th March, 1909.

CHARGEURS REUNIS.
(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO
AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI,
RIVER PLATE, BRAZIL).

Connecting at Vancouver with the
CANADIAN PACIFIC RAILWAY.
OVERLAND Cargo taken for
ALL CANADIAN AND UNITED STATES
POINTS.

THE Steamship

S.S. "AMIRAL HAMELIN,"
Captain Debonnaire, will leave this port on or
about the 20th March, for SHANGHAI,
JAPAN and SAN FRANCISCO, &c., at
above.

For further particulars apply to the Agent—
MESSAGERIES MARITIMES.
Hongkong, 4th March, 1909.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Timor, Port Darwin and Queensland
Ports, and taking through Cargo to
Adelaide, New Zealand,
Tasmania, &c.)

THE Steamship

"EMPIRE,"
Captain Helms, will be despatched as above
on WEDNESDAY, the 31st March, at Noon.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Chamber
which ensures the supply of Fresh Provisions,
Ice, &c., throughout the voyage.

The Steamer is installed throughout with
the Electric Light.

A Stewardess and a duly qualified Surgeon
are carried.

N.B.—To assure the additional comfort of
passengers the steamers of the Company have
electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th March, 1909.

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. CROWE.

Leave Hongkong for Canton at 9 every
evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every
evening, (Sunday excepted).

These Fine New Steamers have unequalled
Accommodation for First Class Passengers and
are lit throughout by Electricity. Electric Fans
in First Class Cabins.

Passage Fare—Single Journey \$4.
Meals \$1.25 each.

The Company's Wharf is situated in front of
the New Western Market, opposite the old
Harbour Office.

YDEN ON S.S. CO., LD.,

and
SHID ON S.S. CO., LD.,

No. 1, Queen's Road West.

Hongkong, 14th March, 1909.

HONGKONG AVERAGE MARKET PRICES.

Corrected 17th March, 1909, etc. per 5 Mins.

BUTCHER MEAT.

Beef (sirloin & prime cut)—Moi Lung Pa B.

" Corned—Ham Ngau Yuk

" Roast—Shlu

" Breast—Ngau Lam

" Soup, Tong Yuk

" Steak—Ngau Yuk Pa

" Slices—Ngau Lau

" Sausages—Ngau Yuk Chaung

Bullock's Brains—Known—per set

" Tongue fresh—Ngau Li

" Corned—Ham Ngau Li

" Head—Ngau Tau

" Heart—Ngau Sum

" Hump, Salt—Ngau Kin

" Feet—Ngau Keok

" Kidneys—Ngau Yiu

" Tail—Ngau Mel

" Liver—Ngau Gon

" Tripe (undressed)—Ngau To

Calves' Head and Feet—Ngau-chai

" Head—Ngau-chai

" Mutton Chop—Yung Pak Kwat

" Leg—Yung Pak

" Shoulder—Yung Pak

" Pig's Chittlings—Chi cheung

" Brains—Chi Know

" Feet—Chi Keok

" Fry—Chi Keok

" Head—Chi Tao

" Heart—Chi Sum

" Kidneys—Chi Yiu

" Liver—Chi Kow

" Pork Chop—Chi Pak Kwat

" Corned—Ham Chu Yuk

" Leg—Chi Pak

" Fat or Lard—Chu Yau

" Sheep's Head and Feet—Yung Tau

" Keok

" Heart—Yung Sum

" Kidneys—Yung Yiu

" Liver—Yung Gon

" Suckling Pig, To Order—Chu Chai

" Supr. Beef—Sang Ngau Yau

" Mutton—Sang Yung Yau

" Veal—Ngau Chai Yau

" Sausages—Ngau Chai Yau Tong

POULTRY.

Chicken—Kai Chai

" Capons, Large, Small—Sin Kai

" Ducks—Ap

" Doves—Pau Kau

" Eggs, Hen—Kai Tau

" Fowls, Canton—Kai

" Halaan—Hol Nam Kai

" Geese—Ngo

" Geese, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

" Goose, Wild Shanghai—Sheng Ho Yau

SHARE QUOTATIONS.

Supplied by Messrs. B. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

Intimation.

COMPANIA GENERAL DE
TABACOS
DE FILIPINAS.

ESTABLISHED IN 1931. CAPITAL 2,500,000



"LA FLOR DE LA ISABELA"

High grade cigars manufactured with the most selected leaf grown in the estates of the Company.

SPECIAL BRANDS

Pigtails, Vagueros, Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO.,

AGENTS.

Auctions.

PUBLIC AUCTION

PURE IRISH HOUSEHOLD LINENS, LACE CURTAINS,
TOWELS, &c., &c., &c.

(due to arrive here per S.S. "Tycoon" on the 25th instant.)

MESSRS. HUGHES & HOUGH have received instructions to sell by Public Auction,

TUESDAY AND WEDNESDAY,

the 20th and 21st MARCH, 1909, commencing each day at 2.15 P.M.

A FINE SELECTION OF

HIGH CLASS IRISH GOODS.

COMPRISING—

Irish Linen Double Damask Table Cloths with Serviettes to match; Irish Linen Tray Cloths, Toilet Sets, Supper Cloths, Lady's and Gent's Irish Linen Hemstitched and Embroidered Handkerchiefs, Fine Turkish Towels, All Linen Towels, Bath Towels, Bath Sheets, Irish Tea and Glass Cloths, Fine (White and Cream) Lace Curtains, a fine assortment of Underskirts and Skirts, White Satin Quilts, Five o'clock Tea Cloths, Irish Hand Embroidered Bedspreads and Top Sheets, Silk Moultre Underskirts, Longcloth Nightdresses, Nainsook Camisoles, Chemises, All Linen Bed-Ticks, Pyjama Suits, Tea Caddy, Cushion Covers, Linen Embroidered Pillow Cases, Pyrenees Jacket, Flannellette Nightdresses and Gowns, Sheets, Robes, &c., &c.

A small quantity of English Tweeds, Serges, &c., in Suit Lengths. (A few lots of Yamatoya (Japanese) Crape Shirts will also be put up for sale.)

The above Goods will be on View from Monday, the 29th instant, when catalogues may be had on application.

TERMS—As usual.

HUGHES & HOUGH,

Auctioneers.

FOR SALE BY PUBLIC AUCTION
(To dissolve a Partnership).

ON 20th March, at 3 P.M., opposite the City Hall, the following well-known Race Poles:

"COXCOMB"

13.0. Winner of the Spring Cup, Race Club, Challenge Cup and Consolation Stakes Shanghai 1906, Consolation Cup Shanghai Spring Meeting 1907, Gymkhana Cup Hongkong 1908, and many Races at Hongkong Gymkhana, Ran prominently at last Race Meeting.

"EARTHQUAKE"

12.3. Winner of Pagoda Cup Shanghai 1907, Champion Amy 1908, Victoria Stakes Hongkong 1908, and many Races at Hongkong Gymkhana.

TERMS—As usual.

HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th March, 1909. [25]

Dentistry.

TSEU TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ARVILLE STREET.

REASONABLE FEES.

Consultation Free.
Hongkong, 20th June, 1904. [1]

Dr. M. H. ODAUN.

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL,

from the University of Pennsylvania, U.S.A.

Hongkong, 15th April, 1904. [2]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS.

from Shanghai, has re-opened their

FURNITURE STORE

No. 39, DES VIGNE ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to

order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading establishments in the Colony.

whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the American to our Dispensary and gave us every satisfaction."

—(Sd.) A. S. WATSON & CO.

ORDERS, promptly filled and

CHARGES most moderate.

AN INSPECTION INVITED.

Telephone 608 & 609.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT CURRENT DIVIDEND.	CLOSING QUOTATIONS.
BANKS.									
Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,500,000 \$1,500,000		\$2,006,231	Final of 1/4 and bonus of 1/4 for 1908 @ ex 1/8 = \$26.024	5 1/2 %	{1935 buyers London 285
Insurance, Limited	99,925	£7	£6	\$4,000 \$1,500,000		\$10,223	\$2 (London 3/6) for 1903		\$51
MARINE INSURANCES.									
Insurance, Limited	10,000	\$250	\$50	\$1,500,000 \$252,757 \$185,000		none	\$14 for 1907	7 1/2 %	\$187 1/2
Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 303,747 Tls. 128,277		Tls. 160,512	Final of 7/6 making 15 1/4 for 1907	5 1/2 %	Tls. 97 1/2 buyers
Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 \$100,000 \$302,478 \$129,093 \$737,649		\$2,506,012	Final of 1/4 making \$45 for 1906 and interim of 1/4 for 1907	5 1/2 %	\$830 buyers
Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,000 \$100,000 \$85,157		\$591,768	\$12 and bonus \$3 for 1906	7 1/2 %	\$210 buyers
FIRE INSURANCES.									
Insurance Company, Limited	0,000	\$100	\$20	\$1,000,000 \$1,000,000 \$1,800,000 \$18,801		\$375,341	\$6 and bonus \$2 for 1907	7 1/2 %	\$108 buyers
Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,000,000 \$1,438,773		\$368,711	\$27 for 1907	8 1/2 %	\$310 buyers
SHIPPING.									
Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$204,638 \$200,000 \$200,000		\$1,025	\$1 for 1906		\$10 sales
Steamship Company, Limited	20,000	\$50	\$50	\$2,000,000 \$607,700 \$79,421 \$2,344 \$10,000 \$240,000		Nil	\$2 1/2 for year ending 30.6.1908	7 1/2 %	\$34 buyers
Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$607,700 \$79,421 \$2,344 \$10,000 \$240,000		\$10,270	Final of 1/4 making \$2 1/2 for 1908	8 1/2 %	\$29 1/2 buyers
Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$240,000		\$13,755	{6 1/4 for 1907 on Preference shares only @ ex 1/8 = \$5.154	5 1/2 %	{40 buyers 120 buyers
Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$1,000,000 \$1,000,000 \$240,000		\$13,755	Final of Tls. 2 1/2 making Tls. 3 1/2 for 1908	7 1/2 %	{Tls. 45 buyers Tls. 50 buyers
Trading Company, Limited	2,000,000	£1	£1	\$2,000,000 \$2,000,000 \$5,000 \$47,221		\$63,827	Second interim of 1/4 for a/c 1908	...	{4 1/2 buyers 5 1/2 buyers
Company, Limited	10,000	\$10	\$10	\$1,000,000 \$1,000,000 \$5,000 \$47,221		\$98	{10.00 for year ending 30.6.1908 @ ex 1/8 = \$12.50	4 1/2 %	\$23 1/2
Company, Limited	10,000	\$10	\$5	\$1,000,000 \$1,000,000 \$5,000 \$47,221		\$98	{10.00 for year ending 30.6.1908 @ ex 1/8 = \$12.50	4 1/2 %	\$23 1/2
Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 481,479 Tls. 44,100 Tls. 6,000 Tls. 7,000		Tls. 2,225	Final of Tls. 1 1/2 making Tls. 2 1/2 for 1908	11 1/2 %	Tls. 45 sales
REFINERIES.									
Company, Limited	20,000	100	100	\$2,000,000 \$2,000,000 \$2,000,000 \$2,000,000		Dr. \$279,171	\$8 for year ending 31.12.06		1747 sellers
Company, Limited	7,000	\$100	\$100	\$700,000 \$700,000 \$700,000 \$700,000		Dr. \$155,193	Tls. 3 1/2 for year ending 31.8.06		17
Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000		Tls. 9,173	Tls. 3 1/2 for year ending 31.8.06		Tls. 125
MINEING.									
and Mining Company, Ltd.	1,000,000	£1	£1	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000		\$11,556	Final of 1/4 (coupon No. 11) for year end- ing 30.6.08	...	Tls. 18 1/2 buyers
Mining Company, Limited	150,000	£1	£1	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000		Dr. \$2,191	No. 12 of 11 = 28 0/10		\$82 sellers
DOCKS, WHARVES & GODOWNS.									
Limited	18,000	\$25	\$25	\$450,000 \$450,000 \$450,000 \$450,000		Dr. \$7,421	\$1.75 for year ending 31.12.06		\$12
Wharf and Godown Co., Ltd.	60,000	50	50	\$3,000,000 \$3,000,000 \$3,000,000 \$3,000,000		\$10,102	Final of 1/4 making \$3 1/2 for 1907		153 sales
Whampoa Dock Company, Ltd.	50,000	50	50	\$2,500,000 \$2,500,000 \$2,500,000 \$2,500,000		\$387,078	Final of 1/4 making \$8 for 1908	9 1/2 %	86
Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 5,570,000 Tls. 5,570,000 Tls. 5,570,000 Tls. 5,570,000		Tls. 33,742	Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908	5 1/2 %	Tls. 88 sales
Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 3,600,000 Tls. 3,600,000 Tls. 3,600,000 Tls. 3,600,000		Tls. 22,626	Interim of Tls. 4 for account 1908	5 1/2 %	Tls. 175 sales
LANDS, HOTELS & BUILDINGS.									
Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000 Tls. 2,500,000		Tls. 6,521	Tls. 6 for 1907	5 1/2 %	Tls. 104 sellers
Company, Limited (Shanghai)	50,000	\$25	\$25	\$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000		Dr. \$1,200	\$2 1/2 for year ending 30.6.07		174 sales
Company, Limited	50,129	\$15	\$15	\$751,935 \$751,935 \$751,935 \$751,935		\$9,178	\$1.50 for 1906		17 buyers
Company, Limited	12,000	\$50	\$50	\$600,000 \$600,000 \$600,000 \$600,000		\$93	Final of 1/4 making \$6 for 1908	7 1/2 %	187
Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$5,000,000 \$5,000,000 \$5,000,000 \$5,000,000		\$26,475	Final of 1/4 making \$7 for 1908	7 1/2 %	\$50 buyers
Finance Company, Limited	150,000	\$10	\$10	\$1,500,000 \$1,500,000 \$1,500,000 \$1,500,000		\$5,486	60 cents for 1908	7 1/2 %	186.65 buyers
Building Company, Limited	6,000	\$50	\$50	\$300,000 \$300,000 \$300,000 \$300,000		\$278	\$1 1/2 for 1908	5 1/2 %	30
Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000 Tls. 3,900,000		Tls. 12,404	Final of Tls. 3 and bonus of Tls. 2 making	7 1/2 %	Tls. 115 sellers
Company, Limited	12,500	\$50	\$50	\$625,000 \$625,000 \$625,000 \$625,000		\$1,968	Final of 1/4 making \$4 for 1908	9 1/2 %	144 sellers
COTTON MILLS.									
and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 750,000 Tls. 750,000 Tls. 750,000 Tls. 750,000		Tls. 8,880	Tls. 5 for year ended 31.10.1908	4 1/2 %	Tls. 115 buyers
and Weaving and Dyeing	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000		\$9,553	50 cents for year ending 31.7.08	5 1/2 %	Tls. 99 sellers
Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 750,000 Tls. 750,000 Tls. 750,000 Tls. 750,000		Tls. 8,372	Tls. 6 for year ended 30.6.08 (8 1/2 %)		Tls. 90
Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 800,000 Tls. 800,000 Tls. 800,000 Tls. 800,000		Tls. 4,290	Tls. 4 or 1 1/2		Tls. 96
Company, Limited	7,000	Tls. 500	Tls. 500	Tls. 3,500,000 Tls. 3,500,000 Tls. 3,500,000 Tls. 3,500,000		Tls. 15,912	Tls. 30 for 1907		Tls. 320 buyers
MISCELLANEOUS.									
Agency, Limited	8,604	12 1/2	12 1/2	\$1,075,500 \$1,075,500 \$1,075,500 \$1,075,500		\$648	1,100 p.p. shares of 1907 = \$1.037	10 1/2 %	\$10 sales
Limited	60,000	\$12	\$12	\$720,000 \$720,000 \$720,000 \$720,000		Nil	\$1.20 for 1907	9 1/2 %	\$12 1/2
Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000		61,138	60 cents for year ended 28.2.06	7 1/2 %	\$9.5 sales
special shares	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000		\$3,407	80 cents for 1908	7 1/2 %	\$14 sales
& Mortgage Company, Ltd.	125,000	\$10	\$10	\$1,250,000 \$1,250,000 \$1,250,000 \$1,250,000		\$48	\$1.50 for year ending 31.7.08	5 1/2 %	\$14 sales
Limited	40,000	\$7 1/2	\$6	\$300,000 \$300,000 \$300,000 \$300,000		\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$9 1/2 buyers
Company, Limited	100,000	\$10	\$10	\$1,000,000 \$1,000,000 \$1,000,000 \$1,000,000		\$251	75 cents for 9 months ending 31.12.07	8 1/2 %	\$12
Limited	12,000	\$20	\$20	\$240,000 \$240,000 \$240,000 \$240,000		\$8,957	\$2 for year ending 28.2.08	10 1/2 %	\$23 buyers
Company, Limited	60,000	\$10	\$10	\$600,000 \$600,000 \$600,000 \$600,000		\$7,616	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$18 1/2 buyers
Limited	5,000	\$25	\$25	\$125,000 \$125,000 \$125,000 \$125,000		\$8,90	Final of 1/4 per share making \$19 for 1908	9 1/2 %	\$195 sellers
Manufacturing Company, Ltd.	6,000	\$10	\$10	\$60,000 \$60,000 \$60,000 \$60,000		Tls. 17,127	Final of 1/4 per share making \$2 for 1908	14 1/2 %	\$74
Bosch en Landbouwen-	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 547,500 Tls. 547,500 Tls. 547,500		Tls. 17,127	4th Quarterly div. of Tls. 20 and bonus of	6 1/2 %	Tls. 80 buyers
Company, Limited	25,000	\$10	\$10	\$250,000 \$250,000 \$250,000 \$250,000		\$7,471	Tls. 10 making Tls. 50 to date	6 1/2 %	\$14
Company (new)	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000		none	80 cents on fully paid shares and 6 cents on	6 1/2 %	\$5
Limited	75,000	\$10	\$10	\$750,000 \$750,000 \$750,000 \$750,000		Ps. 18,640	\$1 paid shares for year ending 30.4.08	4 1/2 %	\$5
Limited	24,000	Tls. 50	Tls. 50	Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000 Tls. 1,200,000		Tls. 8,498	Final of 1/4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 112 1/2 buyers
Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 600,000 Tls. 600,000 Tls. 600,000 Tls. 600,000		Tls. 8,498	Final of 1/4 making Tls. 14 for 1907	12 1/2 %	Tls. 111 sales
Company, Limited	16,150	£20	£20	Tls. 190,000 Tls. 190,000 Tls. 190,000 Tls. 190,000		Tls. 58,122	Final of 1/4 making 15 1/4 for 1907		Tls. 437 1/2 sales
Company, Limited	6,000	\$25	\$25	\$150,000 \$150,000 \$150,000 \$150,000		Dr. \$56,623	Final of 1/4 making \$2 1/2 for 1907		\$24
Company, Limited	20,000	\$5	\$5	\$100,000 \$100,000 \$100,000 \$100,000		\$236	40 cents for year ending 31.5.08	7 1/2 %	Tls. 94 buyers
Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 200,000 Tls. 200,000 Tls. 200,000 Tls. 200,000		Tls. 202	Tls. 6 1/2 for year ending 30.4.07		Tls. 94 buyers
Company, Limited	50,000	\$10	\$10	\$500,000 \$500,000 \$500,000 \$500,000		\$1,160	80 cents for year ending 31.12.08	5 1/2 %	\$10 ex div. b.
Limited	90,000	\$10	\$10	\$900,000 \$900,000 \$900,000 \$900,000		\$6,428	80 cents on 9,000 ord. shares and \$10.80 on 100 Preference shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Limited	18,000	\$10	\$10	\$180,000 \$180,000 \$180,000 \$180,000		\$6,428	Interim of 30 cents a/c 1908	6 1/2 %	\$10 buyers